

RR 534

GUIDE

TO THE

Union Pacific R. R. Lands.

12,000,000 ACRES

BEST FARMING AND MINERAL LANDS IN AMERICA.

FOR SALE BY THE

Union Pacific Railroad Company,

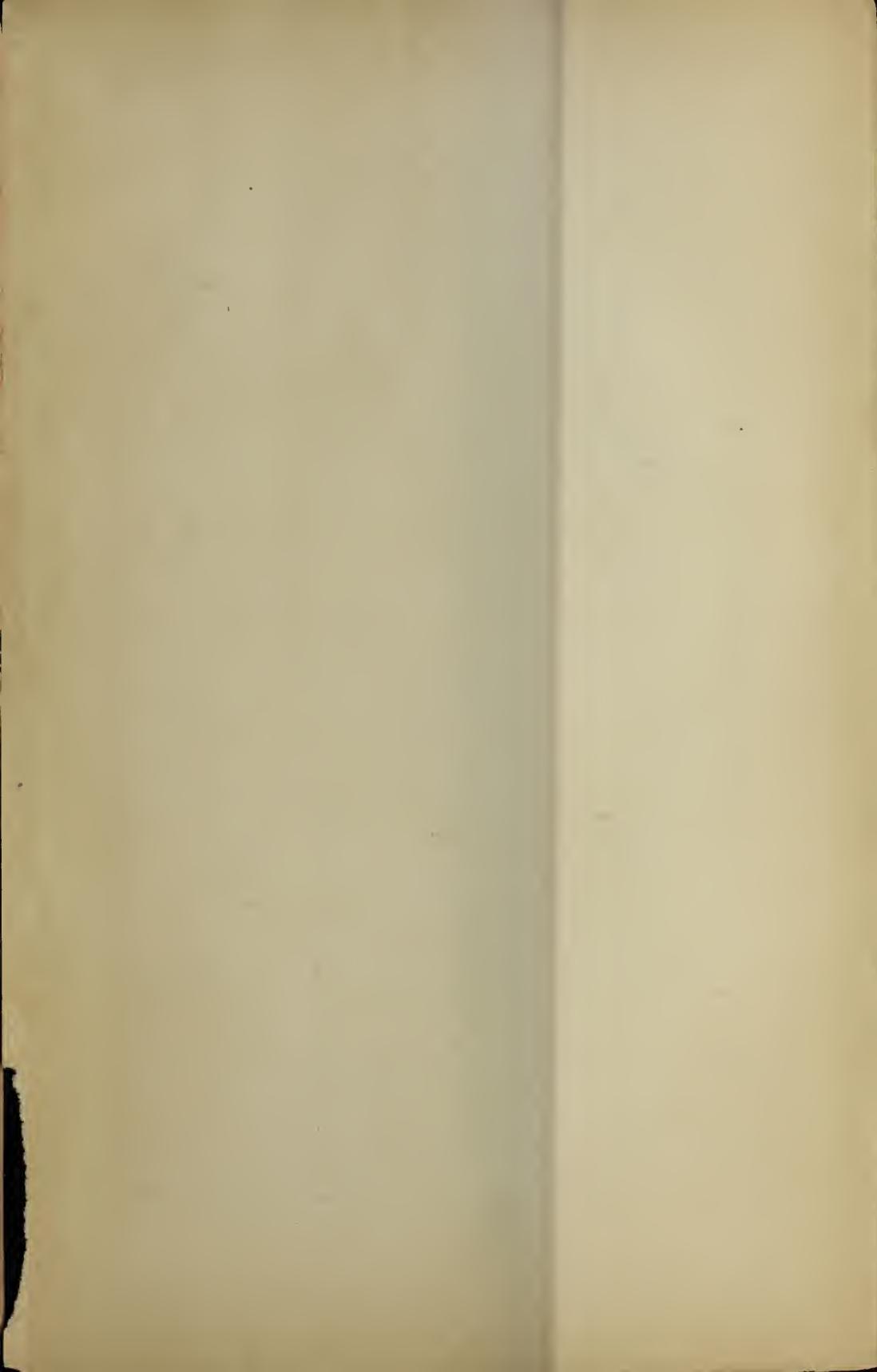
IN TRACTS TO SUIT PURCHASERS & AT LOW PRICES.

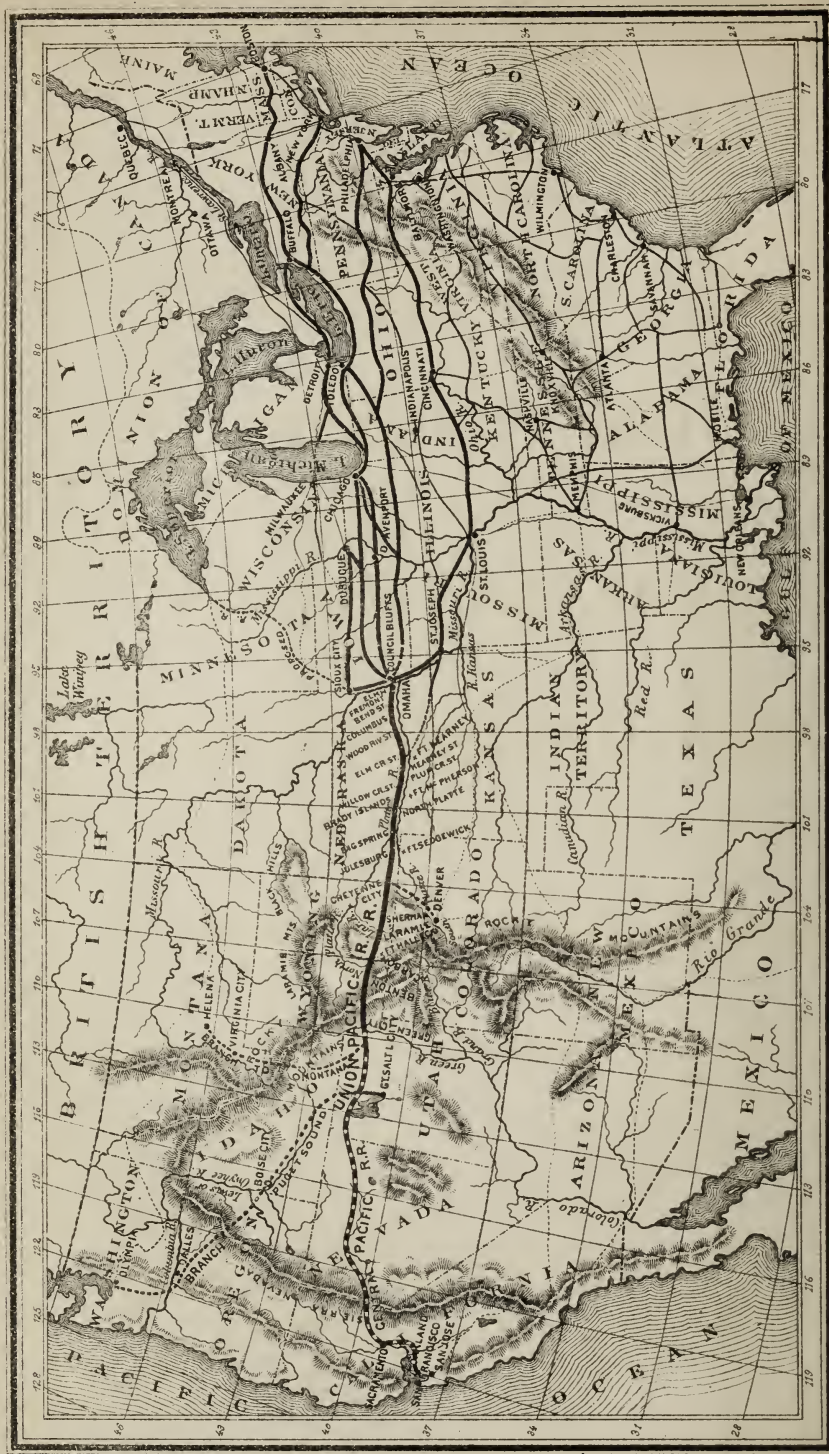
OMAHA, NEBRASKA.

LAND DEPARTMENT,
UNION PACIFIC RAILROAD BUILDING,
COR. NINTH AND FARNHAM STREETS.

OMAHA:
REPUBLICAN STEAM PRINTING HOUSE

1870.





36 FULTON ST. N. YORK.

FRID. NILES & SONS, LITHO.

MAP OF THE UNION PACIFIC RAIL ROAD AND ITS CONNECTIONS.

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TO THE
UNION PACIFIC
RAILROAD LANDS.

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Printed at the office of the Omaha Republican.

GENERAL DESCRIPTION.

THE Union Pacific Railroad commences at Omaha, and connects at Ogden with the Central Pacific, for Sacramento, San Francisco and all points on the Pacific coast. It forms an unbroken line of Railroad, of nearly *two thousand miles*, and connects New York and San Francisco by an all rail route, avoiding the dangers of the sea, and making the distance within the brief period of one week.

To aid in the construction of this Great National Highway, the United States Government granted the Union Pacific Railroad Company, a magnificent domain of about **TWELVE MILLION ACRES**, or Nineteen thousand square miles,—a territory equal in area to the States of Massachusetts, Vermont and Rhode Island.

By act of Congress the grant of lands is made directly to the Company. They have been entered at the United States Land Offices, and are duly recorded on the Plats and Tract books of the same. These entries have been approved, and the title vested in the Company is absolute and in fee simple. When a purchase is made conveyances are executed vesting in the purchaser a complete and perfect title, free from all incumbrances.

The entire road is completed, and Daily Express, Emigrant and Freight Trains, with all the latest improvements

for the comfort and safety of passengers, and the dispatch of business, are passing over the road.

The Company now offer a portion of these valuable lands for sale at low rates, and upon easy terms of payment, thereby placing within the reach of every man, a productive farm and pleasant home on the line of the Great Trans-Continental Route.

The lands of the Company are situate on or near the 41st parallel of North Latitude—about the same latitude with New York and Philadelphia. They are contained in alternate section of one square mile each, within a breadth of twenty miles on either side of the road, and extending along its entire length, and embrace upwards of Twelve Million Acres, including every variety of soil, and abounding in rich fields of coal and other mineral deposits. The odd numbered sections belong to the Railroad, the even numbered sections within the same limits, are reserved by the Government for actual settlement, and can only be obtained under the Homestead and Pre-emption laws. By this wise provision these valuable lands are kept out of the hands of the speculator, and preserved for the settler and his children. * The even sections are being rapidly taken up and occupied by enterprising farmers. As many as eight families are sometimes found on a single section. The lands now placed upon the market by the Company, extend from the Missouri River westward, twenty miles on each side of the road. They are located in the Great Platte Valley, and in the Valleys of the Elkhorn, Loup Fork, Papillion, Maple and Shell Creeks, Wood River, the Wahoo and the Big Blue,—a region far-famed for its rich, productive soil, and mild and healthful climate.

Persons settling on this land will not find it a “New Country.” Neighbors are nowhere distant, while towns and

villages are springing up at convenient points, and rapidly growing in size and importance. Extensive and well cultivated farms, and thriving communities are found throughout the entire tract. Equal facilities for obtaining pleasant homes, and acquiring competence and independence, have never before been presented to the immigrant and settler.

Connecting Roads.

The Union Pacific Railroad is now making direct connection at Omaha, with the Chicago and Northwestern; Chicago, Rock Island and Pacific; Chicago, Burlington and Missouri River; Hannibal and St. Joseph, *via* St. Joseph and Council Bluffs; Sioux City and Pacific Railroads, and Missouri River Line of Packets to and from all the principal Eastern and Southern cities. At Cheyenne, with the Denver Pacific Railroad for Denver, Central City, Santa Fe, and all points in Colorado and New Mexico. At Bryan, with stages for the Sweet Water Mining District. At Uintah, for Salt Lake and Southern Utah. At Corinne, for Helena, Virginia City, and all points in Montana. At Ogden with the Central Pacific Railroad for the WHITE PINE SILVER MINES, Sacramento, San Francisco, and all principal cities in California, Nevada, Idaho and Oregon.

Advantages of Position.

In natural advantages the valley of the Platte is unsurpassed. Its latitude is such as to give a climate equally removed from the severe colds and long winters of the North, and the hot, relaxing influences of the South. It is distant both from the oceans and the great lakes of the interior—as a result the air is dry, the storms of rain are of short duration, and it is exempt from those long and drizzly seasons of

wet weather, so annoying to the farmer in many parts of the country, while there is an abundance of rain for useful purposes. This dryness of atmosphere and mildness of climate, render this section peculiarly adapted to the residence of persons predisposed to pulmonary diseases, many of whom rapidly recover under its influence, and become hale and robust.

Billious complaints, fever and ague, and other disorders resulting from miasmatic influences, are much less frequent than in most sections of the west. The country is well watered. Numerous streams intersect this valley, on each side of the Platte, some of which afford excellent water power and valuable mill sites. Springs abound, and good water can usually be obtained at a depth of from ten to thirty feet. The surface is generally rolling, thereby allowing the surplus water to drain off, which would otherwise stagnate and produce disease. The low grounds are not soft and swampy.

Coal.

A discovery of an almost incalculable value to the Company, and to the entire country along the line of the road, is that of enormous beds of very excellent coal in the Laramie Plains, and the mountains at the west. This coal-field is now being developed, and is found to be the finest yet opened west of the Missouri River. At Carbon station, a vein sixteen feet in thickness is being worked, and from one hundred to two hundred tons of excellent coal taken out per day. This coal is semi-bituminous, burns readily with a steady fire, is clean, producing no smudge nor disagreeable odor. It is easily lighted, generates heat freely, is of superior quality for cooking purposes, makes good coal for broiling, and may be used in any ordinary coal stove. The *fuel question* has been one which it was feared would be hard to meet in the far

west, where timber is comparatively scarce ; but the opening of this coal-field, together with the working of other beds, near Cheyenne, and the discovery of yet other extensive deposits in Weber Valley, west of the Wahsatch mountains, have solved the problem in a manner as satisfactory as it is valuable.

Soil and Climate.

The surface of the country is divided into bottom and table lands. The soil of the bottom lands is of a rich alluvial character, of great depth, and inexhaustible fertility, producing splendid crops of wheat, corn, oats, barley, etc. It possesses the singular property of resisting both unusual wet and continued drouth. It does not cake after rain, and is easily plowed to any depth required. The table lands are rolling, consisting of a series of divides. Upon some of these wide divides, separating the larger streams, the crests are flattened out into level plains, frequently several miles in area. The soil of the table lands is similar to that of the bottoms, but is not so deep.

The climate is agreeable and healthful, milder than in the same latitude in the eastern States, and the atmosphere is dry and pure. No portion of the United States is less affected by epidemic diseases.

Productions.

Nebraska is pre-eminently a wheat-growing State. Its soil and climate appear most admirably adapted to the production of this cereal. The average yield per acre is from twenty-five to thirty bushels—exceeding the average yield of any other State. The grain is of a superior quality, commanding at St. Louis from ten to fifteen cents per bushel more than any other wheat in the market.

Corn is also a leading article of production—averaging from fifty to seventy-five bushels per acre, while for the culture of oats, rye, barley, potatoes and other crops usually raised in the Northern and Eastern States, this region is well adapted, and large returns are realized. Sweet potatoes, sorghum, tobacco, etc., are cultivated with success.

Fruit.

Of the capacity of this State for fruit cultivation, there is no longer any question. Apples, pears, peaches, plums, cherries, grapes, currants, berries, etc., have been sufficiently tested to prove that they can be easily and profitably grown. Wild fruits—plums, grapes, etc., abound in the groves along the streams, and are a valuable product to the early settler. It has been fully demonstrated that Nebraska is destined to take high rank as a fruit-growing State.

Markets.

The central geographical position of Nebraska, more especially of that portion along the line of the Union Pacific Railroad, gives it market facilities unequaled by those of any other State. The vast mining districts on the west are occupied by a population who, paying but little attention to agricultural pursuits themselves, must, to a great extent, draw their supplies from this State. The Union Pacific Railroad intersecting these mining regions, and extending to the Missouri River on the East, will furnish, at every station, a market for the productions of the farm where the highest prices may be demanded and obtained, while the surplus grain and stock can be conveyed, *without breaking bulk*, to Chicago, St. Louis and the great cities of the east.

Timber.

While Nebraska cannot be termed a "wooded State," yet along the margin of nearly every stream more or less timber is found—often expanding into extensive groves. Among the settlements, where the fires are kept out, trees spring up spontaneously and grow with great rapidity. Large tracts, which but a few years since contained not a single shrub, have thus become thickly covered with a thrifty growth of young timber.

The principal indigenous trees are the cottonwood, elm, ash, box elder, soft maple, the different varieties of oak, black walnut, hackberry, hickory, willow and cedar. Hackberry is a half hard wood, unknown at the East. Cottonwood is a light, porous, yellowish white wood, of remarkably quick growth. It is to the Missouri Valley what the pine is to North Carolina. It grows everywhere, and under all circumstances, is much used for building purposes, and as a fuel makes a quick, hot fire.

Prof. Hayden gives, in his report to the Commissioner of the General Land Office upon the geology of Nebraska, the following results of his measurement of forest trees, grown by farmers in different parts of the State :

J. T. GRIFFIN'S FARM—DOUGLAS COUNTY.

KIND.	GROWTH.	HIGHT.	CIRCUMF'E.	
Cottonwood	10 years	30 feet	2 feet	11 in.
"	7 "		2 "	6 in.
Soft Maple	10 "		2 "	8 in.
" "	7 "	15 feet	2 "	1 in.
Common Locust	10 "	15 "	2 "	
Honey Locust	10 "		1 foot	8 in.
Black Walnut	10 "	15 feet	1 "	1 in.

DR. LOWE'S FARM—DOUGLAS COUNTY.

Cottonwood	10 years	40 feet	2 feet	6 in.
"	10 "	25 "	2 "	4½ in.
Common Locust	10 "		2 "	
" "	10 "		1 foot	10 in
Box Elder	10 "		2 feet	2 in.
Apple Tree	10 "		1 foot	6 in.
Silver Poplar	7 "		2 feet	4 in

REV. J. G. MILLER'S FARM—CASS COUNTY.

Lombardy Poplar	4 years	20 feet	1 foot	3 in.
Cottonwood	4 "	20 "	1 "	6 in.

J. S. MORTON'S FARM—OTOE COUNTY.

Cottonwood	10 years	50 feet	4 feet	
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Ten acres of cottonwood, locust and black walnut, planted eight feet apart each way, and cultivated five years, will thereafter supply all the fence posts and fuel required for an ordinary farm.

Fencing.

Efficient herd laws have been enacted, rendering fencing unnecessary. Most farmers, however, are turning their attention to the cultivation of the OSAGE ORANGE HEDGE. This plant is easily cultivated, grows very rapidly, and will, in three years, form a hedge sufficient to turn stock. These hedges form a shade and shelter for the stock, and give a most delightful appearance to the farm.

Lumber and Building Material.

Lumber can be readily obtained at convenient points on the line of the Union Pacific Railroad, at prices not greatly

in advance of Chicago rates. Good brick material and excellent building stone are found in every part of the State.

Educational Facilities.

In no State in the Union has more ample provision been made to meet the educational wants of the people than in Nebraska. While in Illinois, Iowa and the older Western States, but one section—six hundred and forty acres—in each township, was set apart for school purposes, in Nebraska, the General Government, with a wise liberality, has donated to this State *two sections*—twelve hundred and eighty acres—or one-eighteenth part of its entire area, as a permanent endowment of the Public Schools. The Legislature has already passed an act designed to save this beneficent gift, and make it of inestimable value to the children of this and future generations. In addition to the Public School lands, a grant of about one hundred and thirty thousand acres has been made to the State, to establish and endow a University and Agricultural College, the buildings for which are now in process of erection, and when completed will be opened to all the children of the State.

The common schools are free, and in a flourishing condition. A State Normal School is in successful operation, and Academies, and Seminaries, of a high order, have been located in various parts of the State, and are well sustained.

Agricultural Implements.

Agents for the sale of Agricultural Implements—Reapers, Mowers, Plows, Wagons, and all other kinds of farming tools, are located at the principal stations on the line of the Railroad, and at convenient points in the interior, where all the supplies needed by the farmer can be readily obtained at fair prices.

Colonies.

Particular attention is invited to the superior advantages presented by the Lands of the Union Pacific Railroad Company, to parties desiring to locate in colonies. Heretofore it has been impossible to obtain lands in a compact body, within accessible distances from railroad communication. Half the lands were withheld from the market for the benefit of the road, and the remainder were subject to entry under the Homestead and Pre-emption laws only, and could be obtained in but limited quantities, and then only by actual settlement upon the identical tract. This difficulty is now obviated. The offering for sale of the Railroad Land, opens for occupancy one of the most desirable and inviting sections of country on the continent. This region, lying upon the Great Trans-Continental Railroad, in easy communication with all parts of the world, intersected by numerous streams, whose margins are skirted by timber, where mill-sites can be found, and all the various forms of industry, successfully pursued, offers inducements never before presented to any people. Excellent selections can be made where the even-numbered sections may be obtained under the Homestead and Pre-emption laws, and the odd-numbered sections purchased from the Company at low rates and upon favorable terms of payment, enabling communities to lay out town sites, erect mills, build churches and school houses, and make other improvements in the most eligible locations.

Stock Raising.

Probably no portion of the United States furnishes facilities for grazing equal to the Platte Valley, and the lands lying along the line of the Union Pacific Railroad. The exten-

sive ranges of the richest pasturage, covered with luxuriant grasses, with abundance of water, and groves to shelter from the heat and storms, and the ready access to market furnished by the Railway, render this branch of business one of the most remunerative in which the agriculturalist can engage. The grasses of the bottom and table lands are exceedingly nutritious, stock thrive on them as well as on the cultivated grasses of the older States. The wild grasses cut from one and a half to two tons per acre. Owing to the mildness of the climate, stock is easily wintered and prepared for market. Stock raising has already become one of the most desirable enterprises of this State.

The following statistics were received from a gentleman who has spent several years in the western portions of Nebraska, and in Eastern Wyoming, and is familiar with all the facts connected with the growth and development of that region.

MOORE AND BROTHER'S FLOCK.

Messrs. J. A. Moore & Brother have at Sidney station on the Union Pacific Railroad, in the Valley of Lodge Pole Creek, seven thousand five hundred and fifty American sheep, which they have wintered in that region during the past four years, *without hay, grain, or shelter of any description*. They subsisted entirely on the native grasses of the Lodge Pole Valley, and are remarkably healthy and in a splendid condition. These sheep were brought by the Messrs. Moore from Ravenna, Portage County, Ohio, and we are assured that the annual loss per cent. is less in Nebraska than it was in Ohio, while the wool has perceptibly increased in quantity and improved in quality since the animals were brought west.

To herd and care for these seven thousand sheep, the Messrs. Moore employ four men, assisted by four Navajo

shepherd dogs. These dogs are larger and heavier than the ordinary shepherd, and consequently better able to afford protection to the flocks.

This is the aggregate annual expense incident to sustaining and looking after their animals.

The wool product of this large flock, for 1869, was sold to the Northwestern Wool Growers' Association at Chicago. The yield was four and one-half pounds to the fleece, and after its delivery and inspection, it not only commanded an extra price, but a premium was awarded to the Messrs. Moore on account of the superior qualities of the wool.

CREIGHTON AND HUTTON'S FLOCK.

Messrs. Creighton & Hutton wintered three thousand sheep in the valley of the Laramie, with the same success and general results which attended the flocks of the Messrs. Moore. They have between seven and eight thousand head now on the way to join their flock in the Laramie Valley. Mr. Creighton is also extensively engaged in the business of hog raising in the same locality, and has met with equal success.

MAYNARD AND MOSLEY'S FLOCK.

Near Cheyenne, in the Valley of Lone Tree Creek, Messrs. Maynard & Mosley have four thousand sheep, which they wintered last year in that region. Their experience both as to the health and increase of the animals, as well as in the improvement in the quantity and quality of the wool, accords fully with that of the other sheep raisers mentioned.

The area devoted to grazing in western Nebraska and eastern Wyoming, as well as the number of sheep, has more than quadrupled during the past twelve months.

The experience of these pioneer stock-raisers has settled one question beyond all cavil or dispute, viz: that our im-

mense western prairies are destined, at no distant day, to become the grazing grounds of almost innumerable flocks and herds and that in the single item of stock shipments the traffic of the Union Pacific Railroad will be unequaled by that of any other thoroughfare in the world. The country west of Omaha adapted to stock-raising exceeds in extent five such States as Ohio. Who can measure the extent of the commerce which must flow towards the east from this vast region when its resources shall be fully developed ?

Advantages from Settling on the Lands of the U. P. R. R. Company.

To enumerate some of the advantages of settling upon the lands now offered for sale by the Union Pacific Railroad Company, it may be stated that the climate is healthful and temperate, the winters short, the atmosphere pure and salubrious, the soil deep, rich and productive, with a retentive subsoil, containing the most fertilizing properties. Springs and streams are numerous, the rolling surface secures drainage and prevents stagnation. The greater part of the land is prairie, and ready at once for the plow, requiring but one year to open a farm. Wood is found in quantities sufficient for the purpose of fuel, and timber grows with great rapidity. Efficient herd laws render fencing unnecessary. Osage Orange is easily grown, and in three years forms a hedge sufficient to turn stock. All the productions of the Northern and Eastern States are raised in abundance. By soil and climate these lands are admirably adapted to wheat growing, producing a greater average yield per acre than any other State. For STOCK-RAISING, in all its branches, this section is unsurpassed. The Union Pacific Railroad, extending through the State, connecting these lands with the great mining dis-

tricts of Colorado, Idaho and Montana, and with markets of the east, furnishes unprecedented facilities for the shipment of stock and the disposal of the productions of the farm at home and abroad. The liberal provisions made for education, the freedom from State debt, the rapidity with which this section is settling, the numerous towns and villages springing up along the line of the railway, offering inducements to the merchant and mechanic, render this country a most desirable location for the industrious man of limited means to secure a comfortable home and acquire competence, independence and position.

Prices and Terms of Payment.

The lands are sold for cash or on credit. The prices vary from \$2.50 to \$10.00 per acre. A deduction of ten per cent. from the credit price is made to those who purchase for cash.

EXAMPLE.

Eighty acres at \$5.00 per acre, on credit. The principal one-fourth cash down, balance in one, two and three years, equal payments, interest at six per cent. in advance.

	PRINCIPAL.	INTEREST.	TOTAL
Cash payment,	\$100.00	\$18.00	\$118.00
Payment in one year,	100.00	12.00	112.00
Payment in two years,	100.00	6.00	106.00
Payment in three years,	100.00	—	100.00

The same land may be purchased for \$360 in cash down. The Land Grant Bonds of the Company are taken at par in payment of the lands.

The land is sold in tracts of forty acres and upwards. When sold on time, contracts are made out in duplicate, one of which is delivered to the purchaser and the other retained in the office of the Land Department. Agents will be found at the principal stations on the road, prepared to give inform-

ation, aid parties in making selections, and forward their applications and money to the office of the Land Department at Omaha. All applications are subject to the approval of this office, and here the contracts are made out.

Land Exploring Tickets

Are issued, which give the parties the privilege to stop off at any, or all, of the stations along the road within the limits of the lands offered for sale, and entitle the holder to a credit of the full amount of the ticket, if he purchase one hundred and sixty acres or upwards, or to a credit of one-half its amount if he purchase eighty acres. The tickets are sold at the office of the Land Department in Omaha. Good hotels will be found at all the principal stations on the road, where those in search of lands will be accommodated at reasonable prices.

Emigrants and all others coming to look at the lands of the Union Pacific Railroad Company, should procure

Tickets to Omaha, Nebraska,

Which may be obtained at any railroad office in the United States.

The following railroads connect with the Union Pacific at Omaha, viz :

Chicago, Burlington and Missouri River,

Chicago, Rock Island and Pacific,

Chicago and Northwestern,

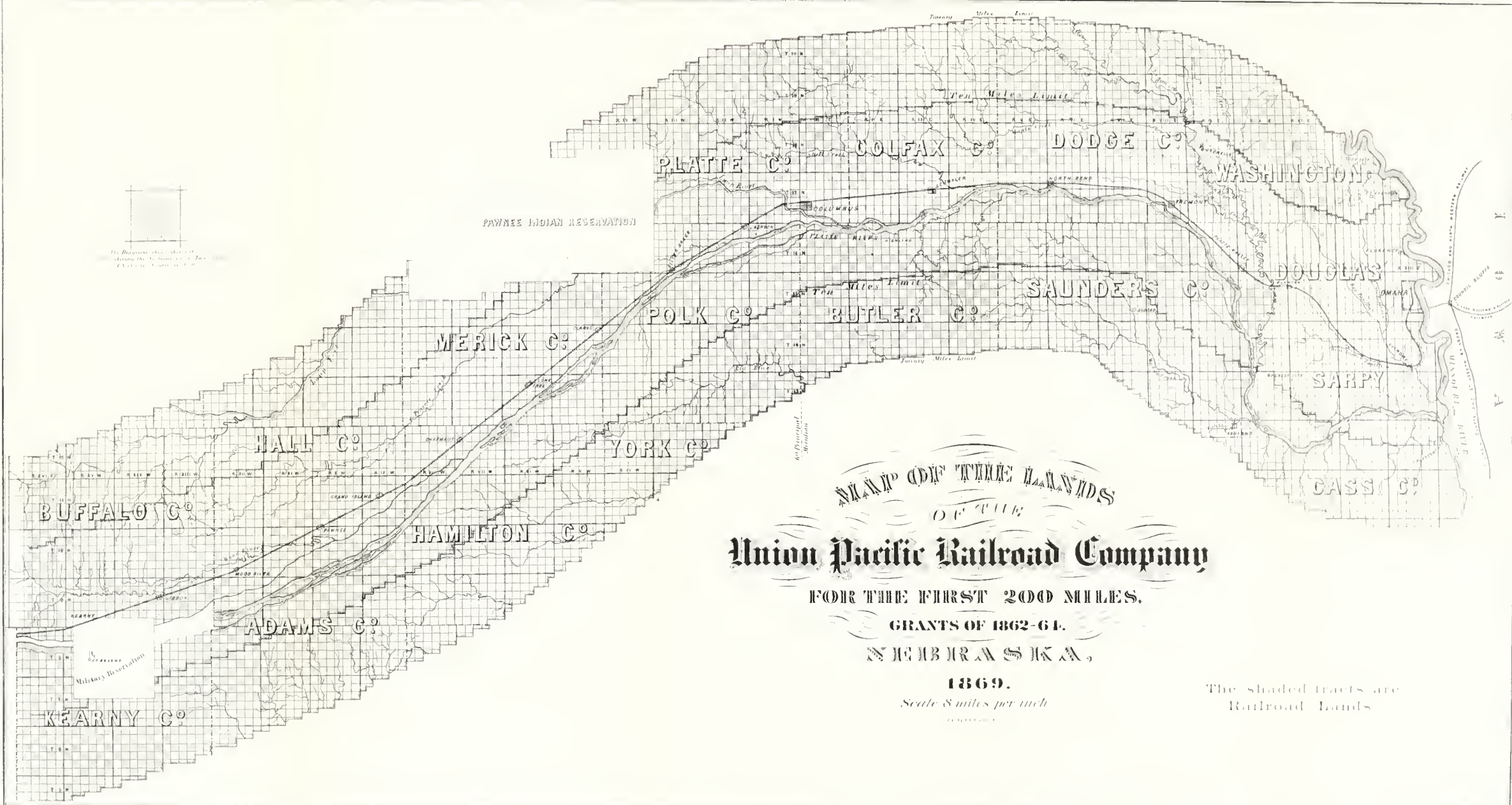
Hannibal and St. Joseph *via* St. Joseph, Council Bluffs and Omaha,

Sioux City and Pacific.

All these are first-class roads, furnished with all the modern appliances for comfort and safety.

Further information relative to the lands, maps and circulars, and plats of particular tracts, showing the lands for sale and the prices of the same, will be furnished gratuitously on application in person at the office of the Land Department, in the Union Pacific Railroad building, corner of Ninth and Farnham streets, or by letter addressed to

O. F. DAVIS,
Land Agent U. P. R. R. Co.,
Omaha, Nebraska.



By measuring along the line and
dividing the distance by 8, the
distance in miles will be found.

MAP OF THE LANDS
OF THE
Union Pacific Railroad Company
FOR THE FIRST 200 MILES.
GRANTS OF 1862-64.
NEBRASKA,

1869.
Scale 8 miles per inch

The shaded tracts are
Railroad Lands



DESCRIPTION OF THE DISTRICT

EMBRACED IN THE MAP.

DOUGLAS COUNTY.

Douglas County, situated between the Missouri and Platte Rivers, covers an area of about three hundred and twenty square miles, and contains a population of thirty-five thousand. It is intersected by the Elkhorn and Papillion Rivers and their branches. The general face of the country is undulating prairie, with bottom and table lands along the valleys of the rivers. The soil is deep, rich and productive. Corn, wheat and other small grains, vegetables and fruits, are cultivated with ease, and yield largely. It is well timbered, and possesses fine quarries of excellent building stone. This County contains nine thousand acres of the lands of the Company, which are now offered for sale at prices ranging from \$6.25 to \$10.00 per acre.

OMAHA.

Omaha, the capital of Douglas County, is the initial point of the Union Pacific Railroad. It is located on the west bank of the Missouri River, on a beautiful plateau, gradually rising into bluffs. It is regularly laid out, the fine, broad streets crossing at right angles, and numbering from the river westward. The level portion of the city is devoted to business, while the overlooking bluffs are occupied by elegant

residences, with tastefully arranged grounds. The population, which, in 1865, was but four thousand five hundred, now numbers twenty-five thousand, and is rapidly increasing. Blocks of fine business houses attest the commercial prosperity of the city, and stately churches and beautiful private residences display the enterprise, taste and refinement of the citizens. The city is lighted with gas, and possesses the convenience of horse railways. The general offices of the Union Pacific Railroad are located in Omaha. The office of the Land Department is on the corner of Ninth and Farnham Streets.

Florence, on the Missouri River, six miles above Omaha, is a small town. Elkhorn and Valley stations, on the Railroad, are situated in the midst of thriving farming communities, and are important points for the shipment of grain and other products.

SARPY COUNTY.

Directly south of Douglas lies Sarpy County, with the Missouri for its eastern, and the Platte for its southern and western boundaries. It is an exceedingly well watered and well wooded tract, and contains some of the best stone quarries in the State. The soil is of a rich alluvial character, the surface, away from the river bottoms, is rolling prairie. This County is thickly settled, fine, large, well cultivated and highly improved farms are on every hand, and splendid crops of grain and vegetables are raised. It is crossed by the Union Pacific Railroad, and contains five thousand two hundred acres of the Company's lands, which are offered at prices ranging from \$6.25 to \$10.00 per acre.

Bellevue, the oldest settlement in the State, is the county seat. Plattsford and Forest City, on the Platte River, are small towns, and Gilmore is a station on the Railroad.

WASHINGTON COUNTY.

This County also lies on the Missouri River, and is one of the oldest settled and best farming districts in the State. It is crossed by the Sioux City and Pacific Railroad, which connects with the Union Pacific at Fremont. It is well watered and abundantly supplied with timber. The greater portion of the County is in a fair state of cultivation.

Blair, the county seat, Belle Creek and Kennard, are on the Sioux City and Pacific Road. DeSoto, Cuming City, Fort Calhoun and Fontenelle are thriving towns. The lands of the Company, in this County, amount to forty-three thousand five hundred acres, and range in price from \$5.00 to \$10.00 per acre.

DODGE COUNTY.

This County lies north of the Platte River, in the second tier of Counties west of the Missouri. It contains about four hundred and fifty square miles. The northern portion is watered by the Elkhorn and its branches, and Maple Creek crosses the County from west to east. The surface along the Platte River is bottom land, gradually rising into bench and table land, and fine rolling prairie. The soil is deep and of inexhaustible fertility, admirably adapted to the raising of grain, and to grazing purposes. The average yield of crops is not excelled by any portion of this great grain producing section. The Union Pacific and Sioux City and Pacific Railroads cross this County, and flourishing towns and cities are springing up on the line of the roads. In this County are one hundred and thirteen thousand one hundred and twenty-seven acres of Union Pacific Railroad Lands, which are offered at prices varying from \$5.00 to \$8.00 per acre.

FREMONT,

The county seat of Dodge County, is on the Union Pacific Railroad, forty six miles west from Omaha, at the junction of the Sioux City and Pacific Branch. The town is located on a beautiful, gently rolling bottom, at the junction of the Platte and Elkhorn Valleys, which, in this vicinity, are from three to ten miles wide. All classes of mercantile business are represented and well sustained. The various church organizations exist, and the public schools are well attended. The population numbers one thousand five hundred, and is rapidly increasing. The surrounding country is exceedingly fertile, and much of the land is well cultivated and improved.

NORTH BEND.

Fifteen miles from Fremont is North Bend, a telegraph and passenger station on the Union Pacific Railroad. It is a thrifty town of about four hundred inhabitants, situated near the river bank, and surrounded by a fine agricultural country, where abundant crops give evidence of the fertility of the soil. It is destined, at no distant day, to become an important town.

COLFAX COUNTY.

Colfax County is watered by Maple and Shell Creeks and their branches. The surface is similar to that of Dodge County, which it adjoins on the west. The soil is deep, rich and fertile, as fine farms and luxuriant crops attest. Timber is found along the streams. This County is rapidly settling. Many of the government sections contain from six to eight families each. It is crossed by the Union Pacific Railroad, and contains one hundred and seven thousand two hundred and sixty-six acres of the Lands of the Company, ranging in price from \$4.00 to \$8.00 per acre.

SCHUYLER,

The county seat, is a telegraph and passenger station on the Union Pacific, seventy-six miles from Omaha. It is a new town, but recently organized, contains about three hundred inhabitants, and is destined to become an important point on the road.

PLATTE COUNTY.

This is a large County, lying north of the Platte River. The southern portion is crossed by the Loup Fork of the Platte, and is exceedingly well watered and timbered. It contains some of the oldest and best cultivated farms in the State. The surface is generally rolling, with rich bottom lands along the Loup Fork and Platte Rivers. This County is crossed by the Union Pacific Railroad, and contains one hundred and eighty-one thousand seven hundred and sixty-eight acres of the Company's Lands, ranging at prices from \$3.00 to \$8.00 per acre.

COLUMBUS,

The capital of Platte County, ninety-one miles west from Omaha, is a telegraph and passenger station on the Union Pacific Railroad. It is one of the earliest settled towns in the State, contains eight hundred inhabitants, three churches, good schools and several hotels. It is an excellent business point. Several projected railroads will undoubtedly form a junction with the Union Pacific at this place. The surrounding country is exceedingly fertile, and contains some of the largest and best cultivated farms in Nebraska.

Jackson and Silver Creek stations, on the railroad, and Genoa and Monroe, on the Loup Fork, bid fair to become places of importance.

MERRICK COUNTY.

This County, lying immediately west of Platte, is bounded

on the south by the Platte River, and crossed by the Union Pacific Railroad. It is watered by the Platte River, and by Prairie Creek and its branches. The land is chiefly rolling prairie, with bottom and table lands along the Valley of the Platte. The soil is of the best quality and very productive. In this County are one hundred and thirty-one thousand one hundred and sixty-six acres of land belonging to the Union Pacific Railroad Company, which are offered at prices ranging from \$3.00 to \$5.00 per acre. There is also a large amount of Government land, subject to Homestead and Pre-emption.

LONE TREE,

The county seat, is a passenger and telegraph station, one hundred and thirty-one miles from Omaha, situated in a level, productive region. It is an enterprising little town, possesses fine natural advantages, and is fast becoming a point of importance and influence. Clark's and Chapman's are also stations on the Railroad.

HALL AND BUFFALO COUNTIES.

Hall, in which is situated the town of Grand Island, and Buffalo, containing Kearney Station, are large counties, intersected by numerous streams, abounding in fish and wild fowl, and skirted with timber. They are crossed by the Union Pacific Railroad, and embrace three hundred and seventy-nine thousand seven hundred and twenty-three acres of the Company's lands, at prices ranging from \$3.00 to \$5.00 per acre. These Counties are watered by the Loup Fork and its branches, Prairie Creek and Wood River. The latter rises in the bluffs and runs south until its waters unite with those of the Platte. Along the entire stream and its many tributaries, the land for agricultural purposes is unsurpassed. The banks of the river are well wooded, and the country adjacent supplied with game. This valley is rapidly settling, and already

contains many well cultivated farms, which produce splendid crops of wheat, corn, oats, barley, etc. These Counties offer the very best facilities for stock-raising, and, as a location for colonies, cannot be surpassed in the United States. Extensive tracts of Government Lands are vacant and may be obtained by actual settlers under the Homestead and Pre-emption laws. The adjacent Railroad Lands can be purchased at low rates, and upon easy terms of payment—thus enabling communities to obtain land in a compact body, or to make choice selections of timber, mill-sites, etc., while the stations on the road furnish all the advantages of communication, telegraph, express and markets for stock, produce and supplies.

GRAND ISLAND.

Grand Island, the county seat of Hall County, is a beautiful town, named from an island in the Platte river about two miles distant. This is one of the regular eating stations on the Union Pacific Railroad, and contains about six hundred inhabitants. The United States Land Office is located at this point. The town also contains two churches, a fine school-house, a first class steam flouring mill, and several stores. The country in the vicinity is well settled, and fine crops of wheat, corn, oats, potatoes, etc., are produced. Grand Island, from which the station receives its name, is the largest island in the Platte River. It is about sixty miles long and three miles wide. It is well wooded and very fertile.

Pawnee, Wood River and Gibbon are stations on the Road. Kearney, in Buffalo County, one hundred and eighty-one miles west of Omaha, is named from Fort Kearney, on the south side of the Platte, opposite the station.

KEARNEY, ADAMS, HAMILTON AND POLK COUNTIES.

These Counties, lying along the Platte River, on the south side, are fertile, well watered tracts, with a sufficiency of timber for fuel. They are easily accessible from the stations on the Union Pacific Railroad. The surface of the country consists of bottom and table lands, and rolling prairie. The soil is deep, rich and productive, affording excellent facilities for stock raising, and no section offers greater inducements to colonists. Government Lands can be obtained under the Homestead and Pre-emption laws at \$2.50 per acre, and the Lands of the Union Pacific Railroad Company are offered to purchasers at the same price, in four annual payments, with a discount of ten per cent. for cash. Settlers are filling up these Counties, which will soon be crossed by a branch of the Union Pacific Railroad. From the cheapness of these lands, and their superior agricultural qualities, these Counties may be classed among the most desirable tracts now placed in market. They contain four hundred and eighty seven thousand six hundred and ten acres of the Company's Lands.

CLAY AND YORK COUNTIES.

Clay and York Counties, south of the Platte River, are fine fertile lands. Surface chiefly undulating prairie, watered by branches of the Big Blue River. The soil is of an excellent quality, well adapted to agricultural purposes. The Company has forty-five thousand two hundred and fifty-seven acres of lands situated in these Counties, at from \$2.50 to \$3.00 per acre.

BUTLER COUNTY.

Butler County, lying on the south side of the Platte River about fifty miles west of the Missouri, is a fine agricultural County. It embraces about six hundred square miles, and is

watered by Scull Creek and Bone Creek, which flow into the Platte, and the North Fork of the Big Blue which flows south. Along the Platte the surface is bottom, but gradually rises into table land. The southern portion is bottom and rolling prairie. The soil is deep and productive.

The greater portion of Government Land is occupied by settlers. Excellent mill-sites are found on the larger streams, many of which are improved. Some of the best ferries on the Platte are in this County, giving easy access to the stations on the Union Pacific Railroad. Butler County is within twenty miles of Lincoln, the State Capital. It contains one hundred and twenty-nine thousand four hundred and seventy-two acres of Union Pacific Railroad Lands, ranging from \$2.50 to \$5.00 per acre.

Highland, the county seat, Linwood and Ulysses are small towns in the midst of thriving settlements.

SAUNDERS COUNTY.

This County lies south and west of the Platte River, and contains about seven hundred and fifty-six square miles. It is remarkably well watered, being intersected by the Wahoo, Cottonwood and several smaller streams, on which many good mill sites are found. The surface is chiefly rolling prairie, with fine bottom and table lands in the valleys of the Platte and the Wahoo. The soil is of great fertility and productiveness, with no waste land. The lands which were not reserved for the Railroad have been entered, under the Homestead and Pre-emption laws, and are occupied by thrifty settlers. Six or eight families are often found on the same section. No portion of the State is filling up more rapidly than Saunders County. Good ferries, at convenient distances, connect it with stations on the Union Pacific Railroad. Extensive quarries of very superior building stone have been opened at different points, and excellent brick material is

abundant. This County contains one hundred and eighty-six thousand three hundred and fifty-four acres of the Lands of the Company, ranging in price from \$3.00 to \$5.00 per acre.

ASHLAND,

The county seat, is a town of some eight hundred inhabitants, situated on Salt Creek, near its junction with the Platte. It is an important station on the Burlington and Missouri River Railroad, contains several fine brick buildings, and is rapidly growing in size and influence. Benton and Cedar Bluffs, in the Northern, Headland, in the Eastern, and Eldred and Wahoo, in the Central portion of the County, are post office stations in the midst of thickly settled communities.

HOW TO SECURE A HOMESTEAD.

There are two methods only, by which a settler may obtain Government Land within the limits of the Union Pacific Railroad Grant. First, by the

Pre-emption Act of September 4th, 1841,

Which provides that, "Every person being the head of a family, or a widow, or a single man over the age of twenty-one years, and being a citizen of the United States, or having filed a Declaration of Intention to become such, as required by the Naturalization Laws," is entitled to enter at the Land Office one hundred and sixty acres of unappropriated Government Land by complying with all the requirements of the Act.

It has been decided that a single or unmarried woman, not the head of a family, but able to meet all the requirements of the Pre-emption Laws, has the right to claim its benefits.

An individual desiring to obtain land under the provisions of the Pre-emption Act, must FIRST MAKE SETTLEMENT IN PERSON ON THE TRACT by laying the foundations of a house or doing some work with a view of making the same his home. Where the land is "*offered*" the party must file with the District Land Office his Declaratory Statement as to the fact of his settlement within *thirty days* from the date of said settlement, and within one year from that date, must make proof of his actual residence upon, and cultivation of the tract, and

secure the same by paying cash, or filing warrants duly assigned to the Pre-emptor.

Where the land has been surveyed but not offered at public sale, the claimant must file within three months from date of settlement, and make proof and payment before the day designated in the President's Proclamation for offering the lands at public sale.

Should the settler in either of aforesaid cases, die before establishing his claim within the period limited by law, the title may be perfected by his heirs making the requisite proof and paying for the land. The entry in this case must be made in the name of "the heirs" of the deceased settler, and the patent will be issued accordingly.

The right to the land commences from the date of *settlement*, and the party making the *first settlement* upon a tract of public land is entitled to the right of pre-empting the same, provided he subsequently complies with all the requirements of the law.

When a person has filed his Declaratory Statement for one tract of land, it is not lawful for the same person, at any future period, to file a second Declaratory Statement for another tract, unless the first filing was invalid in consequence of the land applied for not being subject to pre-emption, or by the determination of the land against him in case of contest, or from any similar cause which would have prevented him from consummating a pre-emption under his Declaratory Statement.

The assignment of a Pre-emption Claim is null and void, and vests no right or equities in the assignee.

A person having "filed" on a tract of land and afterwards relinquished the same to the Government, has thereby forfeited his right to file again for another tract. A party owning three hundred and twenty acres of land anywhere in the United States cannot exercise the right of pre-emption.

Each qualified pre-emptor is entitled to enter one hundred and sixty acres of either minimum or double minimum lands subject to pre-emption by paying the Government price, \$1.25 per acre for the former class, and \$2.50 per acre for the latter class.

Final proof and payment cannot be made until the party has actually resided upon the land for a period of at least SIX MONTHS, and made the necessary cultivation and improvements to show his good faith as an actual settler. This proof can be made by one witness.

The second method of obtaining title to the public lands within the Union Pacific Railroad Grant, is by the

Homestead Act of May 20th, 1862.

By this Act "Any person who is the head of a family, or who has arrived at the age of twenty-one years, and is a citizen of the United States, or who shall have filed a Declaration of Intention to become such, and who has never borne arms against the United States Government, or given aid and comfort to its enemies, shall be entitled to enter one quarter section, or a less quantity of unappropriated public lands."

Within the limits of the Union Pacific Railroad Land Grant the price of Government Land is \$2.50 per acre, and the amount allowed for a Homestead is restricted to eighty acres.

To obtain Homesteads, the party must, in connection with his application, file an affidavit that "he is the head of a family, or over the age of twenty-one years, and a citizen of the United States, or has declared his intention to become such; that said entry is made for the purpose of actual settlement and cultivation; that said application is made for his own exclusive benefit and not directly nor indirectly for the

benefit or use of any other person or persons whomsoever." This affidavit may be made before the Register or Receiver of the Land Office, or before the Clerk of the Court of the County in which the party is an actual resident. When made before the County Clerk it must receive his official seal.

On filing the application and affidavit and paying the required fee and commissions (\$14.00) the entry will be permitted.

"No certificate will be given, or patent issued until the expiration of five years from the date of said entry, and if at the expiration of said time, or at any time within two years thereafter, the person making such entry, or if he be dead, his widow, or in case of her death, his heirs or devisee, or in case of a widow making such entry, her heirs or devisee in case of her death, shall prove by two credible witnesses, that he, she, or they have resided upon and cultivated the same for five years immediately succeeding the date of filing the affidavit, and shall make affidavit that no part of said land has been alienated, and that he has borne true allegiance to the Government of the United States, then he or she if at that time a citizen of the United States, shall be entitled to a patent as in other cases provided by law." In case of the death of both parents leaving minor children, the land may be sold for cash for the benefit of such heirs and the purchaser will receive title from the United States.

Lands entered under the Homestead Act are exempt from taxes and liability for debts contracted prior to the issuing of the patent therefor.

When a Homestead settler has failed to commence his residence upon the land so as to enable him to make a continuous residence of five years within the period (seven years) limited by law, he will be permitted upon filing an affidavit showing sufficient reasons for his neglect, to date his residence at the

time he actually commenced such inhabitancy, and will be required to live on the land five years from said date, provided no adverse claim has attached to said land, and his affidavit is supported by the testimony of disinterested witnesses.

In case of the death of a Homestead settler, who leaves a widow and children, should the widow again marry and continue her residence and cultivation upon the land entered in the name of her first husband, she will be permitted to make final proof as the widow of the deceased settler, and the patent will issue in the name of his heirs.

When a widow or single woman has made a Homestead Entry and thereafter marries a person who has made a similar entry on another tract, it is ruled that the parties may select which tract they will retain for permanent residence, and will be permitted to enter and pay for the other tract on making proof of residence and cultivation up to the date of marriage. They cannot continue to hold both tracts as Homesteads.

If a Homestead settler does not wish to remain five years on his land, the law permits him to pay for it with cash or warrants, upon making proof of settlement and cultivation from the date of entry to the time of payment.

This proof must be the affidavit of the party, corroborated by the testimony of two credible witnesses.

The sale of a Homestead claim by one settler to another before completion of title is not recognized by the General Land Office, and not only vests no title or equities in the purchaser but would be *prima facie* evidence of abandonment and give cause for the cancellation of the claim.

The law allows but *one Homestead privilege*. A settler relinquishing or abandoning his claim cannot thereafter make a second Homestead Entry.

A person having made settlement on a surveyed tract and filed his pre-emption declaration therefor, may change his

filing into a Homestead, provided no adverse claim has attached to the land.

There is another class of Homesteads designated as "Adjoining Farm Homesteads." In these cases the law permits an applicant *owning* and *residing* on an original farm, to enter other land lying contiguous thereto, which shall not with such original farm exceed in the aggregate one hundred and sixty acres. Thus, for example, a party owning and residing upon eighty acres may enter eighty acres additional of \$1.25, or forty acres of \$2.50 land, if vacant land can be found contiguous to his farm. In such cases the settler must describe in his affidavit the tract he owns and lives upon. Actual residence upon the tract entered as an adjoining farm is not required, but *bona fide* improvement and cultivation of it must be shown for five years.

The right to a tract entered under the Homestead Law, commences from the date of entry in the District Land Office, and not from date of personal settlement upon the land as in the case of a pre-emption claim.

When an individual has made a mistake in the description of the land he desires to enter as a Homestead and wishes to amend his application, he will be allowed to do so upon making affidavit, sustained by the testimony of disinterested witnesses, setting forth the facts and proving that he is residing and has valuable improvements upon the tract he first intended, and now desires to enter.

In making final proof, the Homestead party *must appear in person* at the Land Office, and there make the affidavit required of him by law in support of his claim. When from physical disability, distance or other good cause, the witnesses of said party cannot attend in person at the Land Office, their testimony in support of the claim may be taken where they reside, before an officer authorized to administer oaths. Their testimony must state the reason of their inability to attend

at the Land Office, and the credibility and responsibility of the witnesses must be certified by the officiating magistrate, whose official character must be certified under seal. This testimony must be filed in the Land Office with the affidavit of the Homestead party. At the time of making final proof the Homestead party must be a citizen of the United States. A declaration of intention to become such is not sufficient.

A Homestead settler must make the tract entered his *actual residence and home*. A temporary occupancy of a few days during each six months will not entitle one to the benefits of the Homestead Act; and a change of residence or an abandonment of his claim for six months at any time before the expiration of the five years is sufficient cause for the cancellation of his entry.

A settler may relinquish his Homestead to the United States by surrendering his duplicate, with his relinquishment endorsed thereon, or if the duplicate has been lost, that fact should be stated in the relinquishment duly signed and acknowledged.

Where application is made for the cancellation of a Homestead on the ground of abandonment, the complainant must file his affidavit with the local land officers, setting forth the facts on which his allegations are founded, describing the tract and giving the name of the settler and the date of his entry. The officers will then set apart a day for a hearing, giving all parties interested due notice of the time and place of trial. The testimony of two witnesses is required to establish the abandonment of a Homestead entry. The expenses incident to such contest must be defrayed by the contestant.

In case of contest or relinquishment, another entry of the land cannot be made until the cancellation is ordered by the Commissioner of the General Land Office, and the fact that a party has instituted proceedings and paid the expenses incident to a contest, gives him no prior right to the tract in

question, which is open to entry by the first qualified applicant.

A party, who has made final proof, or commuted his Homestead, or relinquished the same, is not thereby disqualified from exercising the right of pre-emption, nor is a person excluded from the benefits of the Homestead Law because he has heretofore availed himself of the right of pre-emption.

The law allows a Homestead settler six months from the date of his entry in which to erect his house and commence his actual residence upon the land.

The fees to be paid at the District Land Office are as follows:

Filing Declaratory Statement, - - - -	\$2.00
Making Homestead Entry, - - - -	14.00
Final Homestead Proof, - - - -	4.00

In making payment with Land Warrants the following fees must be paid :

40 Acre Warrant, - - - -	\$1.00
80 " " - - - -	2.00
120 " " - - - -	3.00
160 " " - - - -	4.00

These Warrants may be used in payment of \$2.50 lands, by paying in addition to the Warrant \$1.25 per acre. The Warrant being in satisfaction of only so many acres at \$1.25 per acre as are contained in the tract located. Hence to enter with a Warrant one hundred and sixty acres of \$2.50 lands would require a one hundred and sixty acre Warrant and \$200 00 in cash.

A large amount of public land included within the limits of the Union Pacific Railroad Land Grant is vacant and subject to the operation of the Homestead and Pre-emption Laws.

By a careful examination of the foregoing pages, settlers may learn the manner in which they may acquire a perfect title to these lands without incurring the delay and expense of a visit to a United States Land Office.



UNION PACIFIC RAILROAD

LAND GRANT BONDS,



CAN BE PURCHASED AT A LARGE DISCOUNT.
TAKEN AT PAR IN PAYMENT FOR LANDS.